

CHOICE.
Amontillado
Sherry
\$17 00 per dozen.
H. PRICE & CO.,
12, Queen's Road

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY
PORT
\$18 00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,735

號十二月正年四零百九千一英

HONGKONG, WEDNESDAY, JANUARY 20, 1904

日四初月二十年外英

PRICE, \$3.00 Per Month

MACEWEN FRICKEL & CO.,
SHIPPING AND FORWARDING DEPARTMENT

CHINA PARCEL EXPRESS.

SHIPPING DATES.
To England... 22nd Jan
To France... 22nd
To Germany... 28th
To Italy... 28th
To United States via San Francisco... 28th
To United States via Suez Canal... 23rd
To India... 23rd
To South Africa... 23rd
To Australia and New Zealand... 28th
Estimates for Freight and free delivery charges upon receipt of Cubic Contents and Weight.
DELIVERY ANYWHERE.
(Office—3, DUNDRELL STREET, Hongkong, January 16, 1904. 2547)

Intimations.

WANTED

A JUNIOR CLERK. Must have a thorough knowledge of English and a Good Hand.
Apply to
Care of "CHINA MAIL"
Hongkong, January 19, 1904. 171

WANTED

A HOUSE AT THE PEAK. Summer Months.
Apply to
The Hongkong Land Investment and Agency Co., Ltd.
Hongkong, January 11, 1904. 99

NOTICE

THE SIXTY FIFTH ANNUAL MEETING OF THE Medical Missionary Society in China will be held in the New College Amphitheatre, at the Hospital, on WEDNESDAY, January 27th, at 2.30 p.m.
J. M. SWAN, M.D., Secretary
Canton, January 18, 1904. 115

HONGKONG JOCKEY CLUB

NOTICE

FROM This Date and until after the 25th FEBRUARY next, Horses and/or Ponies not entered for the FORTHCOMING RACES will not be allowed on the Race of Training Course between the hours of 6 and 8 a.m.
Members may exercise unentered Horses or Ponies after 8 a.m., on the Training Course.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, January 18, 1904. 120

THE DAIRY FARM COMPANY, LIMITED.

IN Addition to DAIRY PRODUCTS, we are now sending HOME-FED CAPONS and CHICKENS daily from our Farm to our Depot, for the convenience of Customers. Orders need not be sent in a day previous as heretofore.

KOWLOON RESIDENTS Should apply at our Branch in Elgin Road, Hongkong, January 15, 1904. 94
THE HONGKONG & CHINA BAKERY CO., LTD.
(In Liquidation).

THE above Company, being in LIQUIDATION, will cease baking and supplying BREAD, CAKES, etc., after the 31st INSTANT.
THE HONGKONG & CHINA BAKERY CO., LTD.,
LANE, CRAWFORD & CO.,
General Managers.
Hongkong, January 15, 1904. 91

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
/ENLARGEMENTS A SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR.
1587

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HER PRINCE OF WALES
Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

Business Notices.

INNES' PATENT

METALLIC ZINC POWDER

SUPERIOR TO ZINC PLATES OR BALLS; EASILY APPLIED.

EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.

RECOMMENDED BY THE LEADING SUPERINTENDING ENGINEERS OF THE WORLD.

W. S. BAILEY & CO.,

SOLE AGENTS.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. PATSHAN, 2,280 tons, Captain A. W. Dixon.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m. (Sunday excepted).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

s.s. SAINAM, 588 tons, Captain B. Branch.
s.s. NANNING, 569 tons, Captain C. Butchart.
s.s. TAK HING, 618 tons, Captain H. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG-CANTON & MACAO STEAMBOAT CO. LD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

W. BREWER & CO.,

23 and 25, QUEEN'S ROAD.

LEADING NOVELS, FORTY-FIVE CENTS EACH.

East Lynne, by Mrs Henry Wood.
The Future of Phyllis, by Sargent.
A Dead Certainty, by Nat Gould.
Storm Light, by Muddock.
Race Course and Battleground, by Nat Gould.
The Outlaws, by Little.
A Prince of Darkness, by Florence Warden.
Sarabedon, by Whyte Melville.
Peccevi, by J. Hornum.
Jubilee Book of Cricket, by "Prince".
Ranjitsingh.
The Pace that Kills, by Nat Gould.
Jan. Overby, by Agnus.

USEFUL BOOKS, 45 CENTS EACH.

Everybody's Pocket Cyclopaedia.
Everybody's Book of Proverbs.
Everybody's Poultry Keeping.
Everybody's Wit and Humour.
Everybody's Medical Guide.
WESTERN UNION CODE—LATEST.

LARGE NEW STOCK OF FRENCH NOVELS.

榮 CHEE WING & CO., 啟

26 & 28, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS

Hongkong, May 29, 1900. 1327

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY AND DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, September 16, 1903. 1904

PURE LINSEED OIL

Awarded Bronze Medal at the Paris

Exhibition, 1900.

Gold Medal at the Indian Industrial

Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOURPORE CO. LD.,

CALCUTTA.

Contractors to the Military and

Public Works Departments,

State Railways, and all

large Consumers

throughout India, the East,

and the Colonies.

W. R. LOXLEY & CO.,

Sole Agents,
Hongkong.

Cable Address "LOXLEY," Hongkong.

Hongkong, July 22, 1903. 1519

WILLIAM MACLEOD, D.D.S.,

DENTIST.

11 & 12, BEAconsfield ARCADE.

Hongkong, September 22, 1903. 1758

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price 1 each.

CHINA MAIL Office.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. (Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Taps, Millboard, Insertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cores, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application
BRADLEY & CO., Managers,
Hongkong.

Office, 6 Des Vaux Road,
opposite King Edward Hotel entrance.

LANE CRAWFORD & CO.

NEW STOCK OF

SADDLERY

RACE SADDLES, POLO SADDLES,
HACKNEY SADDLES.

NUMNAHS AND WEIGHT CLOTHS.
BITS, SPURS, STIRRUPS.

EVERY REQUISITE FOR STABLE USE.

LANE, CRAWFORD & Co.

Hongkong, December 31, 1903.

Cutler, Palmer & Co.,

LONDON

(Wine Shippers to China since 1816).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901.

SIEMSEN & CO.

CHAMPAGNES

FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

PARRITCH FOR MUSCLE,

WHISKY FOR PLUCK!

Watkins' Dundee Whisky,

BEST ON EARTH.

Watkins Limited.

TO MAKE DANCE SAE LIGHT AN' FRISKY.

JUST SAMPLE WATKINS' DUNDEE WHISKY.

C. WESTERMANN,
PIANO AND ORGAN BUILDER.

TUNING AND REPAIRING OF ORGANS AND PIANOS of any Size and Construction; also, all kinds of Musical Instruments.

PIANO TUNING, 12 TIMES \$2.00 Each Time.

ONCE \$3.00

ALWAYS ON HAND A LARGE STOCK OF NEW MUSIC.

A Large Stock of all kinds of Musical Instruments of the best German Firms, will arrive early next month.

C. Westermann,

9, BEAconsfield ARCADE.

Hongkong, December 8, 1903.

DR. WILSON,

DENTIST.

LATEST AMERICAN METHODS.

REASONABLE PRICES.

NO CHARGE FOR EXAMINATIONS.

DR. NEWELL WILSON,

31, QUEEN'S ROAD CENTRAL.

First Floor, WATKINS' BUILDING.

Hongkong, October 29, 1903. 2206

L'UNION OF PARIS FIRE INSURANCE COY., LTD.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

SIEMSEN & CO.

Hongkong, January 1, 1904.

NOTICE.

THE Partnership hitherto existing between myself and MR. JOHN HASTINGS having been dissolved by effusion of time, my Business will in future be carried on under the Firm name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON,

10, Queen's Road.

Hongkong, January 1, 1904.

8

Business Notices.

HONGKONG MARINE ENGINEERING BUREAU.

E. C. WILKS & CO.

MARINE SURVEYORS,

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.



LIGHT DRAFT

RIVER STEAMERS

A SPECIALITY.

STEAMWHEELERS.

Mr W. C. JACK, of the above firm, having already constructed a number of successful boats of this type, is prepared to supply plans and specifications suitable for any service. These boats built of either wood or steel can be dismantled after building in Hongkong and shipped for re-erection at destination.

AGENCIES—J. & A. NICLAUSSE, Water Tube Boilers.
W. H. ALLEN & SON, Electrical Paint and Centrifugal Pumps.
McDARMON AND CO., Canadian Asbestos Goods.

Hongkong, January 1, 1904. 1

GREEN ISLAND CEMENT CO., LTD.

Portland Cement

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Storeware, Drain Pipes and Fittings, Glass

Paving Bricks and Tiles, Fire Bricks and Fire Clay

FIRE CLAY WORKS—DEEP WATER BAY HONGKONG

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

251F

TONIC SPICE

A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.

FOR HORSES IN TRAINING FOR RACING

The Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that firmness of muscle necessary for the great exertions required on the racecourse.

NO HORSE OWNER SHOULD BE WITHOUT IT.

SOLD IN TINS AT \$1.

THE VICTORIA DISPENSARY.

QUEEN'S ROAD CENTRAL.

THE
HONGKONG HOTEL.

A FIRST-CLASS HOTEL IN EVERY RESPECT.

WELL FURNISHED THROUGHOUT.

BEST QUALITY PROVISIONS AND LIQUORS.

EUROPEAN CHEF.

EVERY COMFORT FOR VISITORS. PRICES MODERATE. 219A

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT COOKING AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER. 219

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS. 968

Hongkong, May 6, 1903.

FAIRALL & CO.

ARE NOW SHOWING SMART FRENCH

MILINERY WOOLEN DRESS GOODS,

in Light Weight, Suitable for the Race Season.

EVERY DESCRIPTION OF DRESS ORNAMENTS AND TRIMMINGS,

LARGE VARIETY OF LACES.

SPECIAL REDUCTION

IN THIS SEASON'S DAY AND EVENING GLOVES.

AMERICAN SHOES ALWAYS STOCKED

ORDERS NOW BEING PUT IN HAND FOR THE RACING SEASON.

Hongkong, January 13, 1904. 1499

KUPPER'S PILSENER

BEERS.

The Leading Beer in the Far East.

SOLE AGENTS:

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

Hongkong, January 12, 1904.

15, QUEEN'S ROAD.

8

Intimations.

Milkmaid

BRAND

Milk

Guaranteed Full Cream.

Largest Sale in the World.

F. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
SPECTACLES, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
10, QUEEN'S ROAD CENTRAL.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1-1, SUTSU-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chiochi, Canton, Peking, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu,
Kasatsu, Nagasaki, Kuchino, Saabaru, Maizuru, Miike, Hakodadi, Telpoh, &c.

TELEGRAPHIC ADDRESS: 'MITSUI' (A.B.C. and A.I. Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the
Japanese Navy, for coals, from Canada, Fujinawa, Mamota, Manoura,
Sagami, Suwayama, Tachikawa, Yoshino, Yonokawa, and other
coals.

N. INUZUKA, Manager, Hong Kong.
Hong Kong, April 28, 1903.

A healthy child is naturally full of life. His mother will tell you.

Rainier Beer

did her a lot of good
It's pure ingredients
It's perfect brewing
when used in moderation
all tend to build up the system.
Better try it yourself

SEATTLE BREWING & MALTING CO.
SEATTLE WASH.
PHONE RAINIER 30

For Case (6 dozen Pints) \$10.50
(Special terms to large buyers) or 4 dozen Quarts.

A. S. WATSON & Co., Ltd.,
Sole Agents for Hong Kong, China and Manila.

ENO'S INVALUABLE IN ALL

FRUIT SALT

FUNCTIONAL DERANGEMENTS OF THE LIVER.

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a Disease, it has, in innumerable instances, PREVENTED what would otherwise have been A SERIOUS ILLNESS.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a WORTHLESS IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.
by J. C. ENO'S Patent.

Intimations.

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on TUESDAY, January 26, at Noon.

ROSE GOMPERTZ,
Hon. Secretary.
Hong Kong, January 18, 1903. 114

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN THAT THE SIXTEENTH ORDINARY MEETING of Shareholders in the Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 27th JANUARY, 1904, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1903.

THE REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 16th January, to WEDNESDAY, the 27th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hong Kong, January 9, 1904. 61

THE WEST POINT BUILDING CO. LIMITED.

NOTICE IS HEREBY GIVEN THAT THE SIXTEENTH ORDINARY MEETING of Shareholders in the Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 27th JANUARY, 1904, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1903.

THE REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 16th January, to WEDNESDAY, the 27th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for
The West Point Building Co., Ltd.
Hong Kong, January 9, 1904. 62

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIFTH ORDINARY MEETING of Shareholders in the Company will be held at the OFFICE of the Company, No. 15, Bank Buildings, Queen's Road Central, on SATURDAY, the 6th FEBRUARY, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing a Consulting Committee and Auditors.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hong Kong, January 16, 1904. 102

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTY-THIRD ORDINARY MEETING of Shareholders in the Company will be held in the Company's Office, No. 14, Des Voeux Road, Victoria, on 6th FEBRUARY, 1904, at 11 A.M., for the purpose of receiving the Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors.

By Order of the Board of Directors,
SHAW, TOMES & CO.,
General Managers.
Hong Kong, January 18, 1904. 119

HONGKONG CRICKET CLUB.

1. It is proposed to organize one DANCE to be given at the CITY HALL, on TUESDAY, the 9th FEBRUARY. The Dance will be opened to the Public, and the object is to raise money towards the cost of a projected new Pavilion.
2. The Subscription will be \$15, but no dance will be organized unless at least 150 Gentlemen subscribe.
3. The Hours of Dancing will be from 9.15 p.m. to 12.30 a.m., and Light Refreshments will be served during the Dance.
4. Married Subscribers will be entitled to bring either their wives and the Members of their families who are not Members or Subscribers of the H.K.C.C., or their wives and one other guest who is not a Member or Subscribers of the H.K.C.C.
5. Bachelor Subscribers (including Married Gentlemen whose wives and families are not in the Colony) will be entitled to bring two guests, not being Members or Subscribers of the H.K.C.C.
6. Additional Seats may be invited on payment of \$5 extra for each guest.
7. Gentlemen who have already subscribed to the abandoned series of three dances will be considered to have subscribed to the Dance on 8th February, unless an intimation to the contrary is received by either of the undersigned on or before 20th January 1904.
8. Gentlemen intending to subscribe will be obliged by sending their names, with the names of their guests, to either of the undersigned on or before 20th January 1904, at the Hong Kong Club.
9. T. SERCOMBE SMITH, Chairman of Dance Sub-Committee, T. O. GRAY, Hon. Sec. of Dance Sub-Committee.
Hong Kong, January 18, 1904. 84

CHINESE SCHOOL BOOKS

Translated into English
by Dr. E. J. EITEL
40 Cents.
CHINA MAIL OFFICE 6, Wyndham Street.

Intimations.

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE is hereby given that the THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on WEDNESDAY, the 27th JANUARY, 1904, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1903.

THE REGISTER OF SHARES of the Company will be CLOSED on THURSDAY, the 21st January, to WEDNESDAY, the 27th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOOTE,
Secretary.
Hong Kong, January 19, 1904. 130

OWNERS OF HOUSES Situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon are hereby notified that under No. 5 of the Domestic Cleanliness and Ventilation Bye-laws any domestic building or part of such building which is occupied by members of more than one family shall, unless especially exempted by the Board, be CLEANSED and LIMEWASHED throughout to the satisfaction of the Board during the months of JANUARY and FEBRUARY.

The Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to stamp out Plague is determined to rigorously prosecute any owner in default after the 28th FEBRUARY.

Notice.—The Bye-laws of the above Districts have been ALTERED and are now as follows:—
The Eastern Division of the City is bounded on the West by Graham Street and Endicott Street.
The Eastern Division of Kowloon is bounded on the West by Robinson Road and a straight line drawn from the North end thereof through the Yau-mai service reservoir to the Northern boundary of Kowloon.

By Order of the Board,
G. A. WOODCOCK,
Secretary.
Sanitary Board Office,
4th January, 1904. 38

DANCING.

MRS DONALDSON (Daughter of Professor F. F. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL, shortly.

Practice twice weekly... Fee \$10 a month.

ADDRESS:
57, WONG NEI CHEONG ROAD.
Hong Kong, January 2, 1904. 2

'ST. GEORGES HOUSE,'

2 & 4, KENNEDY ROAD, AND TOWER HOUSE, KENNEDY ROAD.

EXCELLENT TABLE. Every home comfort. Well furnished rooms facing the harbour.
For terms, apply to
Mrs G. SACHSE,
'St. George House.'
Hong Kong, July 15, 1903. 1989

ZETLAND HOUSE,

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION. Moderate Charges.

MRS. WATLING,
Proprietress.
Hong Kong, January 14, 1903. 96

NOTICE TO THE WEARIED.

THERE is no nicer place to spend a few days in quiet rest than
MACAO,
And there is no more comfortable Hotel in the Far East than the
MACAO HOTEL.
WM. FARMER,
Proprietor.
Hong Kong, December 23, 1903. 2587

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hong Kong June 10, 1902. 1227

MINERAL ASSAYS & ANALYSES.

THE YANTON VALLEY COMPANY, LTD., having its own well equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do assays work of all descriptions. Quantitative Analyses, and to classify minerals for Mine owners and others.
Minerals as well as Minerals of Economic value purchased and consultations arranged by appointment.
Terms moderate.
Address:—THE LABORATORY,
48, Bechoo Road.
Cable Address: 'YANTON,' Shanghai.
6th October 1901. 1728

Wanted.

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE INTERPRETER for the Court in SANDAKAN. Must speak English, Malay and three or four Chinese dialects, say Hokien, Teichu, Cantonese. SALARY—\$80 per Mensem and House Allowance.
Second-class Passage provided to Sandakan. A trial of a few months will be given and if not satisfactory Return Passage paid.
Apply to
Messrs GIBB, LIVINGSTON & CO.,
Hong Kong.
Hong Kong, January 15, 1904. 98

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE SECOND CLERK for the Resident Office at KUDAT. Must speak English. SALARY—\$80 per Mensem. HOUSE ALLOWANCE—\$6 per Mensem. Second-class Passage provided to Kudat. Three months' notice on either side to be given.
Apply to
Messrs GIBB, LIVINGSTON & CO.,
Hong Kong.
Hong Kong, January 15, 1904. 98

To Let.

TO LET.

NO. 1, RIFON TERRACE, IN FLATS.

NO. 4, WONG NEI CHEONG ROAD, facing Raffles Place.

FLATS IN MONTROSE TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier).

GODOWN NO. 3, BLUE BUILDINGS, GODOWNS PRATA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hong Kong, December 1, 1903. 3

TO LET.

AT Moderate Rentals, High-class OFFICES, in ALEXANDRA BUILDINGS, occupying the best business position in the Colony.

Apply to
SECRETARY,
A. S. WATSON & Co., Limited.
Hong Kong, September 23, 1903. 34

TO LET.

ON or about 15th FEBRUARY next, HOUSES in Kowloon, at moderate Rentals.

Apply to
HUMPHREYS ESTATE AND FINANCE CO.

TO LET.

HOUSE NO. 2, QUEEN'S GARDENS as from 31st December, 1903.

Apply
Messrs JARDINE, MATHESON & CO.,
Hong Kong, December 12, 1903. 2504

TO LET.

FIRST and SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, Opposite the General Post Office, after March 31st, 1904, at present occupied by Messrs W. POWELL & Co., and the Cosmopolitan House. This House is especially suitable for people who are seeking places for Hotel purposes.

Apply to
YEE SANG FAT,
34, Queen's Road Central.
Hong Kong, December 29, 1903. 2610

TO LET.

NO. 4, ZETLAND STREET. Roomy and Convenient, now used as Work-shops by Robinson Piano Co., Ltd.

Apply to
THE ROBINSON PIANO CO.,
Queen's Road Central.
Hong Kong, January 16, 1903. 107

TO LET.

TWO Fine UNFURNISHED ROOMS, Bath, Cook House, &c., in CAINE ROAD, near Gardens.

Apply to
'X. X.,'
Care of 'CHINA MAIL' Office.
Hong Kong, January 16, 1904. 106

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (30 pp.). Subscription, 100 Bahts (postage extra). Single Copies, 2 Bahts. WEEKLY, including postage, 23 Bahts. Advertising Rates: Per inch (2 lines) 10 Bahts; 2, one insertion; 10 Bahts; 5, three times; 10 Bahts; 10, five times; 15, ten times; 20, fifteen times; 25, twenty times; 30, twenty-five times; 35, thirty times; 40, thirty-five times; 45, forty times; 50, forty-five times; 55, fifty times; 60, fifty-five times; 65, sixty times; 70, sixty-five times; 75, seventy times; 80, seventy-five times; 85, eighty times; 90, eighty-five times; 95, ninety times; 100, ninety-five times; 105, one hundred times; 110, one hundred five times; 115, one hundred ten times; 120, one hundred fifteen times; 125, one hundred ten times; 130, one hundred fifteen times; 135, one hundred ten times; 140, one hundred fifteen times; 145, one hundred ten times; 150, one hundred fifteen times; 155, one hundred ten times; 160, one hundred fifteen times; 165, one hundred ten times; 170, one hundred fifteen times; 175, one hundred ten times; 180, one hundred fifteen times; 185, one hundred ten times; 190, one hundred fifteen times; 195, one hundred ten times; 200, one hundred fifteen times; 205, one hundred ten times; 210, one hundred fifteen times; 215, one hundred ten times; 220, one hundred fifteen times; 225, one hundred ten times; 230, one hundred fifteen times; 235, one hundred ten times; 240, one hundred fifteen times; 245, one hundred ten times; 250, one hundred fifteen times; 255, one hundred ten times; 260, one hundred fifteen times; 265, one hundred ten times; 270, one hundred fifteen times; 275, one hundred ten times; 280, one hundred fifteen times; 285, one hundred ten times; 290, one hundred fifteen times; 295, one hundred ten times; 300, one hundred fifteen times; 305, one hundred ten times; 310, one hundred fifteen times; 315, one hundred ten times; 320, one hundred fifteen times; 325, one hundred ten times; 330, one hundred fifteen times; 335, one hundred ten times; 340, one hundred fifteen times; 345, one hundred ten times; 350, one hundred fifteen times; 355, one hundred ten times; 360, one hundred fifteen times; 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1870, one hundred fifteen times; 1875, one hundred ten times; 1880, one hundred fifteen times; 1885, one hundred ten times; 1890, one hundred fifteen times; 1895, one hundred ten times; 1900, one hundred fifteen times; 1905, one hundred ten times; 1910, one hundred fifteen times; 1915, one hundred ten times; 1920, one hundred fifteen times; 1925, one hundred ten times; 1930, one hundred fifteen times; 1935, one hundred ten times; 1940, one hundred fifteen times; 1945, one hundred ten times; 1950, one hundred fifteen times; 1955, one hundred ten times; 1960, one hundred fifteen times; 1965, one hundred ten times; 1970, one hundred fifteen times; 1975, one hundred ten times; 1980, one hundred fifteen times; 1985, one hundred ten times; 1990, one hundred fifteen times; 1995, one hundred ten times; 2000, one hundred fifteen times; 2005, one hundred ten times; 2010, one hundred fifteen times; 2015, one hundred ten times; 2020, one hundred fifteen times; 2025, one hundred ten times; 2030, one hundred fifteen times; 2035, one hundred ten times; 2040, one hundred fifteen times; 2045, one hundred ten times; 2050, one hundred fifteen times; 2055, one hundred ten times; 2060, one hundred fifteen times; 2065, one hundred ten times; 2070, one hundred fifteen times; 2075, one hundred ten times; 2080, one hundred fifteen times; 2085, one hundred ten times; 2090, one hundred fifteen times; 2095, one hundred ten times; 2100, one hundred fifteen times; 2105, one hundred ten times; 2110, one hundred fifteen times; 2115, one hundred ten times; 2120, one hundred fifteen times; 2125, one hundred ten times; 2130, one hundred fifteen times; 2135, one hundred ten times; 2140, one hundred fifteen times; 2145, one hundred ten times; 2150, one hundred fifteen times; 2155, one hundred ten times; 2160, one hundred fifteen times; 2165, one hundred ten times; 2170, one hundred fifteen times; 21

LATE TELEGRAMS.

Snow at Simla.

Calcutta, December 28.—Over two feet of snow have fallen at Simla.

A Railway Accident.

December 28.—A collision occurred on Sunday between a goods and a passenger train near Sini, on the Bengal-Nagpur line, resulting in several native passengers being killed, while others were more or less seriously injured. Driver Webber died this morning. The Traffic Superintendent had a marvellous escape. An inquiry is being held.

The Far East.

Allahabad, December 29.—The Times Peking correspondent says that the Japanese preparations are the complete of the world has seen, but Great Britain must believe that Great Britain must either stand by Japan or lose her good name and influence in the Far East.

Somaliand.

December 29.—A Pioneer special message, dated London, December 28, says: The Mullah is said to be disposed to treat with Great Britain through the Italians, who have sent emissaries into the interior for that purpose.

A Riding Accident in India.

Calcutta, December 28.—A serious accident is reported to Mr. F. S. Cowie, I.C.S., who has been thrown from his horse near Wardha, in the Central Provinces of India.

THE WAR SCARE.

Russian Forces.

The Russian force in the Far East is estimated in Tokyo at about 150,000 troops, which are chiefly mustered at Nikolai, Harbin, and Mukden. Doubt is cast upon the reported strength of the force at Port Arthur by the report of the captain of a steamer recently returned to Japan, who says the guns mounted on the forts at Port Arthur are mostly of old style, those being very few new ones. It is now reported that some of the vessels which were ice-bound at Vladivostok have been freed by ice-breakers and have sailed for Port Arthur. These are the armoured cruisers *Rosin* and *Reishik*.

Chartered as Transports.

The steamers already chartered by the Japanese Government number about forty, of which seventeen belong to the Nippon Yusen Kaisha and fifteen to the Osaka Shosen Kaisha. These are expected to be mobilised in a few days. The *Nikko maru*, it appears, has also been chartered. This vessel is the newest of the N.Y.K. fleet, and was only completed recently by the Mitsui Bishi Company. She was to take her departure on Jan. 9 from Yokohama on the Australian trip, but this has suddenly been indefinitely postponed, and as there is no steamer of the company available to take the place of the *Nikko maru*, the N.Y.K. has been compelled to cancel the sailing. The departure from Japan of another steamer is also reported to have been postponed. This is the *Mongolia*, of the Chinese Eastern Railway Company, which was to have left Nagasaki at noon on Jan. 13, but which is said to have received instructions from Baron Rosen to await the arrival at Nagasaki of a Legation official, bearing letters for Port Arthur.

Russia's Naval Strength.

Investigation made by the Japanese authorities give the strength of the Russian Squadron in the Far East as totalling about 208,800 tons, exclusive of 32 torpedo-boat destroyers of 9,680 tons, ten coast defence gun-boats with an aggregate tonnage of 12,188, and 14 torpedo-boats. The Squadron consists of 9 battle-ships aggregating 110,232 tons, 5 armoured cruisers of 49,016 tons, 8 cruisers of less than 20 knots totalling 45,553 tons, 1 cruiser of above 16 knots 3,265 tons, with 2 gun-boats of 20 knots speed.

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel,
Hongkong, June 10, 1903.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST
All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in the oval bottles. Beware of imitations.
GRIMAULT & Co., Paris, and all Chemists.
Sole Sale by A. S. WATSON & Co., Chemists.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to SHEWAN, TOMES & CO., General Managers.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 71, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.



Superb Skin

is obtained and maintained by using

'DARTING' 'LANOLINE'

No imitation can bear the 'Darting'.

No imitation can be called 'Darting'.

'DARTING' TOILET 'LANOLINE'

is a valuable skin.

'DARTING' 'LANOLINE' TOILET SOAP.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

Price \$1.00.

China Mail Office, 5 Wyndham Street, Hongkong.

THE CHINA AND JAPAN
AND
ELECTRIC COMPANY,
LIMITED

SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES:

\$100, and Private Lines by arrangement.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC FANS.

ELECTRIC SUPPLIES

Of Every Description in Stock, including:

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS,

SWITCHES, TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL INSTALLATIONS.

Erected and Maintained.

Estimates given free for all kinds of Electrical Work.

Trained Mechanics sent to Out-Ports of fit Installations if required.

NOTE ADDRESS:—4 ICE HOUSE ROAD.

For full particulars, &c., &c., Apply to

W. STUART HARRISON, A.M.I.E.E., O.E., Manager.

Hongkong, April 2, 1903.

YING KEE,

REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for.

Cutlery, Crockery, and Table Linen on hire.

For Terms, apply to YING KEE, (First Floor) 50, Des Vaux Road Central.

Hongkong, December 14, 1903. 2513

BOARD AND RESIDENCE.

"KILLADOON,"

ON North Spur of MORRISON HILL, 151, WANCHAI ROAD.—Light, Air, and well-furnished Double and Single Rooms.

For Terms, Apply on the Premises, to Mrs G. S. WEBB.

Hongkong, July 7, 1903 1416

"THE REVENUE OF CHINA."

A SERIES OF ARTICLES, Reprinted from "The China Mail," WITH AN APPENDIX.

To be had at the Office of THE PAPER, Messrs. KELLY & WALKER, LTD., And Messrs. W. BIRNIE & Co. Price, 50 Cents.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

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THE LEADING CHINESE, POLITICAL AND COMMERCIAL JOURNAL.

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CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$9 per Annum delivered in Hongkong, \$12.50 to all other Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, "CHINA MAIL."

Under European Supervision

China Mail Office

5 WYNDHAM STREET HONGKONG.

There is also a Philippines U.S. Squadron, Commanded by Rear-Admiral P. H. Cooper.

Dentistry.

S. I. N. T. I. N. G., Surgeon Dentist, No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1900 628

DENTISTRY.

SUI SANG, Lately Practising with Dr. I. SAKAKI DENTIST.

Cornua Road, near Blake Pier. Hongkong, December 3, 1902. 628

Hotels.

HOTEL ORAIGREBURN.

PLUNKET'S GAP, THE PEAK, near the Tram Terminus. TELEPHONE 56.

For Terms, Apply to the MANAGER. 741

THE WAYERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS TO FAMILIES by the DAY or MONTH.

Hongkong, December 16, 1900. 2639

Pelham House,

FAMILY HOTEL, WYNDHAM STREET.

M. MOORE, Proprietress.

EAST PRAJA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form NOW READY.

Copies may be had at "CHINA MAIL" Office, Price 50 Cents each.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

(Reprinted from the China Mail.)

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His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alcester	despatch-vessel	1700	—	3000	Comdr. O. du B. Brook	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerran	Hongkong
Algerine	sloop	1050	6	1400	Commander R. Nugent	Singapore
Amphitrite	cruiser, 1st class	11,040	16	18,000	Capt. Charles Windham, C.V.O.	Wharfedale
Blanchina	cruiser, 1st class	5000	12	13,000	Captain R. G. Stopford	Hongkong
Bramble	gunboat, 1st class	710	0	1800	Lieut. Com. R. M. Leake	Hongkong
Brigantine	gunboat, 1st class	710	0	1800	Lieut.-Comdr. T. D. Pratt	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Tegan	Hongkong
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wharfedale
Cherub	water tank and tug	390	—	300		Hongkong
Chiloe	cruiser, 2nd class	5600	11	9600	Captain Robert H. S. Stokes	Hongkong
Esperanza	sloop	1070	10	1400	Comdr. Ernest Barton	Wharfedale
Fama	torpedo boat destroyer	380	8	6700		Hongkong
Farallone	cruiser, 2nd class	1580	12	3200		Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Comdr. P. V. Lawes, D.S.O.	Poohoon
Handy	torpedo boat destroyer	275	6	4000	Captain W. A. Carter	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Comr. R. L. Well	Wharfedale
Humber	storeship	1640	—	800		Wharfedale
Jacus	torpedo boat destroyer	280	8	3900	Comdr. J. D. Dalrymple	Hongkong
Kinsha	cruiser, 1st class	14,100	4	—	Lieut.-Comdr. C. Asser	Wharfedale
Leristhan	river gunboat	180	2	500	Lt.-Comdr. G. B. Powell	Yangtze
Mooreen	cruiser, 1st class	14,100	4	—	Hon. N. G. Stoddard	Yangtze
Mutine	sloop	980	10	1400	Lt.-Comdr. G. G. Webster	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Comdr. C. W. M. Pender	Macao
Otter	torpedo boat destroyer	250	6	6300	Comdr. C. W. M. Pender	Wharfedale
Phoenix	sloop	1015	6	1400	Captain R. F. Foote, C.M.G.	Hongkong
Rambler	surveying-vessel	635	6	650	Lt.-Comr. G. G. Codrington	Wharfedale
Rinaldo	cruiser, 2nd class	990	10	1400	Commander W. H. Nicholson	Hongkong
Robin	river gunboat	85	2	240	Captain Morris H. Smyth	Hongkong
Rosario	sloop	960	6	1400	Comr. D. St. A. Wake	Hongkong
Sandpiper	river gunboat	5	2	240	Lt. Gen. John P. Irwin	Canton
Sirius	cruiser, 2nd class	3000	8	8000	Lieut. Com. T. Jackson	Shanghai
Snake	river gunboat	85	2	240	Lieut.-Comr. Murray Lockhart	West River
Sparrowhawk	torpedo boat destroyer	335	6	6300	Capt. O. H. H. Moore	Shanghai
Taka	torpedo boat destroyer	335	6	6300	Lt.-Comdr. Davidson	Yangtze
Talbot	cruiser, 2nd class	5600	11	9600		Hongkong
Tamar	receiving ship	4550	6	—	Fleet Reserve	Hongkong
Teal	river gunboat	180	2	800	Captain Lewis Bayly	Wharfedale
Thetis	cruiser, 2nd class	3400	8	9000	Rear-Admiral C. G. Robinson	Hongkong
Tweed	coast defence gunboat	863	3	200	Capt. A. C. Wilkinson	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Lieut. Forbes	Hongkong
Vestal	sloop	980	10	1400	Capt. Leslie Stuart, C.M.G.	Hankow
Virego	torpedo boat destroyer	355	6	6300	Lieut. Com. St. John Farquhar	Hongkong
Witch	surveying ship	627	—	650	Capt. Comdr. A. D. Barker	Formosa
Whiting	torpedo boat destroyer	392	6	6300	Lt.-Comdr. Ernest C. Hardy	Hongkong
Woodcock	river gunboat	150	2	550	In Reserve	Hongkong
Woodlark	river gunboat	150	2	550	Lieut.-Com. Hugh Somerville	Hankow
					Lieut.-Com. Wason	Yangtze

CANTON LEFERS' FUND.

'China Mail's' Subscription List.
We would remind readers who desire to contribute their mites towards the alleviation of the sufferings of the lepers at Canton that we close the fund on Saturday next.

Amount already acknowledged \$268.88
L. M. S. Chapel, East Point \$12.30
T. T. S. \$5
Total \$284.10

ALLEGED PIRACY ON A PASSENGER BOAT.

A peculiar tale is told by Kong Sing, master of a passenger boat running from Hongkong to Manchou. From his story it would seem that he left Hongkong for Manchou on Jan. 9, with a large number of passengers on board.

All went well until they neared Castle Peak Bay, about 10 p.m., when six of the passengers covered the rest of the passengers and the crew with revolvers, and forced them to retreat below.

With everyone except themselves below decks the gang proceeded to search the ship. The passengers were also searched, and personal property and money to the extent of \$1,150 was stolen.

After securing their booty the robbers launched a small boat, and after taking all the arms and ammunition they could find, they pulled to shore and deputed with their spoil.

The police have been informed of the alleged occurrence, but up to the present no trace of the robbers has been found.

NEW CANTON RIVER STEAMER

Trial Trip.

Yesterday the trial trip of the new Yang King took place. Leaving the pier about 11 a.m., the steamer crossed to Hengmen Bay, where she showed her speed by covering the measured mile at a speed of 13 1/2 knots per hour. After the trial, and a run round the harbor, the steamer was anchored in Castle Peak Bay, where she was received.

The Yang King was built by the Kwong Tak Cheong for the Yuk On Steamship Company. She is built of teak throughout, and well furnished. She has two decks, a morning deck, five transverse bulkheads, and one longitudinal one. Her gross tonnage is 1,045, and her net tonnage 773. The length is 207 ft., breadth 35 ft., and depth 10 ft. She has twin screws, and two sets of compound steam-condensing engines, with cylinders of 16 in. and 23 in. respectively, and a 22 in. stroke. The two boilers are multiburner cylindrical, with a pressure of 120 lbs.

The accommodation is ample, there being space for two ty first class passengers, and for 140 stowage passengers. There are two saloons tastefully fitted, and electric light is installed throughout.

The officers are Captain Arnold, Mr. Rance, Chief Officer, and Mr. J. S. Murray, Chief Engineer.

On Friday the Yang King will run her maiden trip to Canton, and on Sundays she will run to Macao.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honor Sir Wm. Hoare, Chief Justice.)

Wednesday, January 20, 1904.

NO BAIL FILED.

B. Bazin, who was committed for trial on a charge of larceny, was discharged by proclamation as the Attorney General said that he had no case to bring against him.

Mr. Shade, instructed by Mr. R. Harding, (of Messrs Ewins and Harston) appeared for the defendant.

On Bazin being discharged the Sessions concluded.

IN SUMMARY JURISDICTION.

(Before His Honor Mr. A. G. Wier, Police Judge.)

SUITS FOR DEBT.

The Chinese-American Commercial Company, sued the Hang Chung Tai firm, otherwise known as the Hang Chung Tai firm, and Wang King and Tam Tin, partners thereof, for \$237.61, being money due for goods sold and delivered.

Mr. H. W. Looker, (of Messrs Deacon, Looker and Deacon) appeared for the plaintiffs, while Mr. F. d'Almeida Castro represented the Wong Chung Loong and Tam Tin.

Mr. Looker said that the plaintiffs sold goods to the Wong Chung Tai firm in March last year. The Wong Chung Tai carried on business as watch makers, and the man then in charge was Wong King.

The Police Judge—Where is Wong King?

Mr. Looker—He has gone away, but we say the firm is his.

The Police Judge—This is the usual New Year's shuffle (laughter).

Mr. Looker, continuing, said that there was a balance of over \$900 owing, but Wong King paid \$500 on account. The sheriff went to the shop, Wong Chung Tai, on November 13, and asked for the money. Mr. Looker explained that the business of the shop seemed to have been conducted by two men, one of whom was called Smith. Wong King did not seem to have any particular part in the working of the shop, but called on the speaker in respect to the payment of the account.

The man Smith told the speaker that his master had gone to Macao. On December 2 the sheriff went again, and Smith asked him why he wanted to see Wong King.

'To get the account paid,' said the sheriff. 'But the business is not owned by that man,' said Smith, 'the style is altered. Tam Tin bought the business on December 2.' On being asked why the style was altered, Mr. Looker said that the style was altered in the Chinese paper. Although the defendants knew that the plaintiffs took five of the Chinese newspapers, they only advertised in the paper that the defendants did not take. The same staff was still employed in the shop, or had been up to a day or so ago. The evidence of the company was suspicious, said Mr. Looker, that he asked for judgment against them.

Evidence was then led. Judgment was delivered for the defendants.

CORRESPONDENCE.

HONGKONG SHARES.

To the Editor of the 'CHINA MAIL.'

Hongkong, 18th January, 1904.

DEAR SIR,—On January 11 last year, I sent you a table showing gain and depreciation in 1902. I now append a table of the same nature for 1903, and, taking all in all, conclude I was fully justified in saying that 'investors need be under no apprehension as regards the immediate future.'

Consolidating the vagaries of exchange, the rumours of war, and general uncertainty in trade consequent thereon, I am more than inclined to the opinion that the careful investor may still have confidence in Hongkong stocks. Hongkong Land Investment Co. shows a heavy decline, viz. \$1,550,000; next come Indo-China S. S. Co. with a shrinkage of \$768,645; followed by the Hongkong and Whampoa Dock Co. \$325,000, the Hongkong Fire Insurance Co. and the Hongkong, Canton and Macao S.B. Co. \$230,000 each. The notable appreciations are in Green Island Cement Co. \$450,000; China Sugar Refining Co. \$380,000; Union Insurance Society \$300,000; National Bank of China \$274,847; North China Insurance Co. \$290,000; Hongkong and Kowloon Wharf Co. \$270,000; Hongkong Rope Co. \$250,000. The net total depreciation is \$1,840,944, or 0.34 per cent., whereas in December, 1902, it was \$7,700,120, (13 per cent.) principally in Denks Indo-China and China Sugar. There was a heavy gain in Hongkong and Shanghai Banks and Union Insurance Society.

The small depreciation in Hongkong and Shanghai Banks in 1903 is not worthy of notice, when it is considered that the record of this splendidly managed institution has been a record of advancing the past five years.

	1902	1903	1904
1899 Dec.	501,000	2,000	301,843
1900 June	501,000	1,100	1,717,42
1901 Dec.	500,000	2,000	1,410,000
1902 June	500,000	1,000	1,485,00
1903 Dec.	500,000	2,000	1,438,248
1904 June	500,000	1,000	1,437,740
1905 Dec.	500,000	2,000	1,425,00
1906 June	500,000	1,100	1,425,00
1907 Dec.	500,000	2,000	1,400,000

A steady profit shows that the Bank is firmly established on a sound basis and admirably directed, also that the established financial companies have not taken from it any large portion of its funds. The future is certainly bright for this institution. The last six months have been of a nature to affect its earning powers, yet we see the same familiar figures of progress repeated. Consequently, the investors, who reason that the expected war in the north will affect this stock adversely, should take heart when they see from the above figures that the bank earned over the average during the Boxer troubles in 1900, and will probably keep to the old figure during 1904, war or no war.

Chartered and Shell Transport and Trading Co. are not included in the table (not being properly China companies), but it may be stated that the Shell Co. shows a comparative loss of \$50,000. Yours.

AMERICANS.

HONGKONG SHARE QUOTATIONS, 27th Dec., 1902, compared with 27th December, 1903.

	Loss.	Gain.
Hongkong & Shanghai Bank	\$200,000	\$274,847
National Bk. of China	300,000	
Union Insurance	48,000	290,000
China Traders Ins'ce		16,000
North China Ins'ce		8,000
Canton Ins'ce		180,000
Hongkong Fire Ins'ce		161,000
H.K. & Canton and Macao S.B. Co.	280,000	
Indo-China S. S. Co.	768,645	
China & Manila S.S. Co.	210,000	
Douglas S. S. Co.	230,000	
Star Ferry		130,000
China Sugar Refining	17,300	360,000
Puison Mining	58,862	
Do. Preference	16,000	
Jebeu Mining and Trading	40,031	
Raub Aust. Gold Mining		2,000
Hongkong and Whampoa Dock	325,000	
Hongkong and Kowloon Wharf and Godown	270,000	
New Amoy Dock	12,000	
Hongkong Land Investment	1,550,000	
Kowloon Land and Building		21,000
West Point Building	62,500	84,000
Hongkong Hotel		
Hongkong Estate and Finance		75,000
Hongkong Cotton S. W. and D.		218,750
Manila Investment		6,370
Green Island Cement		451,000
A. S. Watson		
Hongkong Electric	10,500	
H.K. & China Gas		
Hongkong Rope Manufacturing		250,000
Geo. Fenwick	6,000	25,000
Hongkong Ice		
H.K. High	50,250	
Tramway Steam Water Boat		33,200
Dairy Farm	12,500	
Campbell, Moore	6,000	
United Asbestos Oriental Agency		29,352
China Provisional Loan & Investment		10,400
Watkins	60,000	
China Light & Power	75,000	
Robinson Piano	4,000	
William Powell	50,000	
Philippine Tobacco Trust		212,085
20 Companies' Total Capital	\$50,000,000	
paid up		\$3,028,070
Deduct gain		\$1,840,944
Nett Loss		\$1,840,944

Where the capital is in S. g. it has been imputed at \$1 to the £.

THE TRADE OF HONGKONG.

To the Editor of the 'CHINA MAIL.'

Hongkong, January 20, 1904.

DEAR SIR,—Now that the telegraph has gone giving Mr. Chamberlain the support we could, would it not be well to set to work to find out what the real trade of this Colony is? I mean by this that we have at present no statistics whatever giving us reliable information as to what is imported or exported from this colony, and the countries from which the goods are imported or to which they are exported. Could not the Harbour Department undertake this work? If every vessel coming in or going out were to deposit a copy of the manifest with the Harbour Master which stated the actual denomination of the goods carried, and not merely merchandise, and their value were given, and goods, landed, or taken to the port of origin or destination, I think that could be compiled which would be of use both to the merchants here as well as to those merchants abroad interested in the Eastern trade carried on in Hongkong.

Hongkong is always called a transshipping port, but so are Shanghai, Tientsin and other ports, in a sense, where the bulk of the import trade is not for local consumption and where the bulk of the export trade is not carried on in local productions. I think that if we called Hongkong a distributing centre we should be nearer a correct denomination for the port of Hongkong.

If Hongkong is then a distributing centre, it must be clear that reliable statistics, studied from a business point of view, and not from a controversial one, would be of great use to business men interested in the trade of Hongkong, for it would give them, as I have already said, information as to the quality of goods imported or exported, their place of origin and destination, and their value.

It is true that the I. M. Customs' statistics give us valuable information, but are we to procure our knowledge of things also in the cheapest market? If nearly every vessel, British and Foreign, steered by a British Admiralty chart, which cannot but be steered by British information? They will, if you give it to them. Yours faithfully,

D.

STRIKE AT THE NAVAL YARD.

One of the gangs of coolies lately employed on the Naval Yard works was responsible for considerable excitement this morning. The gang, it appears, were getting 35 cents per day and wanted 40 cents. This was refused and they struck work. A new gang was soon engaged, but these were met by the old men and told not to work. If they did work they would be beaten, and some of the more pugnacious of the coolies. This argument evidently carried weight, for the new gang declined to work. A policeman was ultimately called and one of the ringleaders was arrested and taken off to the police station. This had a quietening effect, for the first gang resumed work. Before Mr. T. Sercombe Smith at the Magistracy today, the coolies who were arrested were sentenced to three months' imprisonment, and three hours' stocks.

THE KOWLOON LAND AND BUILDING CO., LTD.

The annual meeting of the Kowloon Land and Building Co., Ltd., was held at noon today, at the Company's offices, Victoria Buildings.

Mr. T. H. Reid presided, and there were present Messrs W. H. Gaskell (Director), A. Shelton Hooper, J. R. Michael, S. J. Michael, Thos. Skinner, M. S. Northcote, and E. B. Shephard.

After the notice convening the meeting had been read the chairman said—Gentlemen,—With your permission, we will take the report and accounts as read. I am glad to be able to say that the steady progress of the Company still continues, the net profits for the past year being over \$800 more than those of the previous year. This is all the more satisfactory when we bear in mind that the exterior of Knutsford Terrace has been done up thoroughly, a water main laid, and each house provided with a separate meter, and the total cost paid for and written off. The whole of the houses are let satisfactorily, and there is no reason to anticipate any diminution of the rent roll. I have nothing further to add, but I shall be pleased to answer any questions.

There being no questions, the Chairman moved the adoption of the report and accounts as presented.

Mr. J. R. Michael seconded. Agreed unanimously.

Mr. Skinner moved, and Mr. S. J. Michael seconded the confirmation of the appointment of Messrs W. H. Gaskell and T. F. Hough as directors. Agreed.

Mr. J. R. Michael proposed the re-election of Messrs Gaskell and Hough as directors. Mr. Shephard seconded, and the motion was carried.

Messrs C. W. May and T. Arnold were re-elected auditors, on the motion of Mr. Skinner, seconded by Mr. S. J. Michael.

Mr. J. R. Michael—I find that the Director's fee is only \$100, which is very small, and I thought perhaps it might be increased.

The Chairman—I might say that the Directors are very pleased to have that suggestion from Mr. Michael. The matter has been considered, and possibly it may be brought before the shareholders at a subsequent meeting. Director warrants will be ready to-morrow. I have to thank you for your attendance, gentlemen.

Rumoured Sinking of an Italian Cruiser.
The Asahi reports that news has reached Shimonoeki to the effect that the Italian cruiser *Elba* stranded and afterwards sank twenty-eight knots from Teshima on or about the 6th instant. The *Elba* left Shimonoeki on the 5th for Nagasaki and departed from the latter port on the following day. It is reported that the crew of the *Elba* was landed on Saturday at Chemulpo. This news remains unconfirmed.

IMPORTANT TO SHIPPING CIRCLES.

The Responsibility of Imbeciles.

A discussion of considerable interest to shipowners took place at the Legislative Council meeting yesterday when the Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain undesirable persons introduced into the Colony came up for consideration in committee.

Mr. H. E. Pollock asked that Section 3 should be re-committed as he had some amendments to move.

The Attorney General—So have I. Section 3, Sub-section 1, reads as follows:—The owner, charterer, agent, consignee and master of every vessel from which landed without permission from the Principal Civil Medical Officer or Medical Officer of Health any person not ordinarily resident in the Colony who at the time of his landing is either lunatic, idiotic, or imbecile, and who becomes within a period of three months from the date of landing a charge upon the public or upon any public institution shall be liable to pay to the Government of the Colony any expense on account of such person by reason of his care, maintenance or repatriation unless such owner, charterer, agent, consignee or master can prove that such person became lunatic, idiotic, or imbecile, after embarkation at the port or place from which he shipped. Provided that such expense shall in no case exceed the sum of five thousand dollars in the aggregate.

Mr. Pollock moved that the words 'Health Officer of the Port' be substituted for 'Medical Officer of Health.' His reason for moving this amendment was that it was the Medical Officer of the Port who ordinarily went off to board vessels, and, therefore, it would be convenient that permission in such cases should emanate from him as well as from the P.C.M.O.

The Attorney General accepted the amendment, and it was agreed so.

Mr. Pollock moved that the words 'become lunatic, idiotic or imbecile after' be deleted and the words 'was apparently' be substituted. There were a good many cases of people who became violent during the course of a voyage, although when they came on board they were apparently sane. It might happen that such persons had been previously imbecile. There were a good many cases of lunacy in which the periods of sanity would last sometimes for some years, sometimes only for a few days. Therefore it was very important that this matter should be placed on a clear basis, because it might be suggested thereafter that if it was proved that a person who was apparently sane at the time of embarkation and became violent during the voyage had not imbecile, the shipowner could not escape liability. He wanted it made clear that the shipowner was not to be held liable in such cases.

The Attorney General was of opinion that the suggestion was hardly one that could be accepted. The words of the Bill were quite clear and specific. The member wanted them to substitute the words 'apparently' sane at the time of embarkation. Apparently to whom?—to the shipowner or to some other person? He did not want to substitute these words would be to defeat the whole intention of the Bill. It was intended that the onus should be thrown upon the ship of excluding himself for bringing here a lunatic and making him a charge upon the Colony and such excuse was to be proved that the man became lunatic after embarkation.

Mr. Pollock—The party deposing that a person was 'apparently' sane would be liable to cross-examination in a court of justice as to why and under what circumstances he said so; it was a matter that could be investigated.

The Attorney General said that the principle of the Bill was that the person who brought an imbecile here was liable; but there was a just exception made, in order to prevent hardship upon the shipowner, that provided the lunatic so brought was not a lunatic at the time he embarked but became so on the voyage, then the owner would be held excused.

Mr. Pollock replied that that was quite reasonable, if it was defined what was meant by becoming a lunatic. If it meant when any person was embarked who was apparently absolutely sane, that the shipowner was not to be held liable merely because such person had been subject to periods of lunacy prior to embarkation, that would get rid of his objection.

The Attorney General contended that 'become lunatic' was a very explicit phrase.

Mr. Pollock asked whether it was intended to make shipowners liable supposing the party had been a lunatic before?

His Excellency—Certainly. Only recently a case occurred in which a man who had been in a lunatic asylum here was sent back. He had become a lunatic again.

Mr. Pollock said that was a case in which the shipowner had no knowledge of it, and he thought the Attorney General would agree that it was a general principle of English law which was founded on the most elementary principles of justice that no person or body of people should be subjected to a penalty unless they had got criminal intention. Why should a shipowner be liable when a person embarked, simply because he might at some previous stage, absolutely unknown to the shipowner, have been a lunatic?

His Excellency said there was a law which said you were not to bring a person suffering from leprosy into the Colony. If you were to qualify it by saying 'apparently not suffering' you would never reach prohibition at all. There were several precedents for the principle of this Bill. There was the Vagrancy Ordinance in this Colony. If you had Ordinances in this Colony, if you had said it was by saying that the shipowner would be exempt if the person was 'apparently not destitute' the object of the Ordinance would be defeated.

The Attorney General added that it did not go so far as the Alien Immigration Commission. He read a cutting from the Daily Mail of recent date, in which the recommendations were stated and among which they recommended that all immigrants becoming undesirable and destitute within two years after landing in England should be liable to expulsion and repatriation at the cost of the shipowners who brought them there.

His Excellency—Do you wish to press the amendment?

Mr. Pollock said that he did if the Government intended that the shipowner should be held liable if he took a passenger in good faith without any knowledge of his being out of his mind or there being any reason to suppose that he was so at some previous stage long before his embarkation.

The Attorney General said that what he said was that if the man was at the time he landed a lunatic and became within three months thereafter chargeable to the Colony then the shipowner was liable unless he could prove that the man he brought here was not lunatic when he came on board.

the ship but became lunatic on the voyage. The real principle of elementary justice was that where two persons were equally innocent—in this case the shipowner and the public of the Colony—who was the approximate cause of any cost arising should bear it. The Colony owed no duty to a stranger brought here by the shipowner, who got his passage money and brought him here.

Mr. Pollock called for a division, and on one being taken the amendment was defeated by a majority of 11 to 1. Mr. Pollock voting for it.

Mr. Pollock next moved that in the last and second last lines of the same sub-section the words 'five thousand dollars' be altered to 'one thousand dollars.' He thought \$5000 was a very heavy penalty in view of the interpretation being put upon this section. In the case of the Opium Farm the maximum penalty was \$1,000.

The Attorney General said this was not a penalty.

Mr. Pollock retorted that they were practically penalising the shipowner. The Attorney General suggested they might strike out the proviso altogether.

Mr. Pollock said it seemed to him that the hon. member was entirely flippant and out of order. \$1,000 was quite a sufficient penalty.

The Attorney General thought the hon. member mounted the meaning of the proviso to the clause. It was put in by way of limiting the liability of the shipowner, not of imposing any liability upon him. If a lunatic was brought here and kept for 40 years the shipowner would have to pay the whole of the cost of his maintenance for that period, but it was thought that a maximum might be fixed and limited and so the Government on the proposition of Mr. Dickinson put it that the liability should not exceed \$500. So far from his remarks being flippant and out of order he thought they were extremely necessary and to the point.

Mr. Pollock remarked that this was a limitation of liability, and he was asking for a further limitation. When he was asking for this it was entirely flippant and out of order on the part of the Attorney General to ask the deletion of the clause restricting the liability to \$500.

His Excellency pointed out that the average cost of a lunatic was over \$700 a year, so that \$1,000 would cover little more than one year's expense. When a lunatic came to the Colony, too, he was generally a very difficult person to get rid of and stayed a good long time. He thought \$5,000 was not unreasonable. In the original Bill there was no limitation at all; they limited it in deference to the representations made by certain unofficial members.

On a division the amendment was defeated by 11 to 2, Messrs Dickinson and Pollock voting for it.

The Attorney General moved an amendment of lines 5 and 6 of the same sub-section so as to make that part read as follows:—'any person who being at the time of landing a lunatic, idiotic or imbecile shall become within a period of three months; etc., so as to make it clear up a misapprehension that the effect of the section as printed was to make the shipowner liable for bringing here a man who was not a lunatic at the time he landed but became such within three months after landing.'

The amendment was agreed to.

Mr. Gresham Stewart thought that section 3, sub-section 2, seemed to confer on the captain of a ship absolute control of any person on board. He moved that, in line 1, before the word 'Every,' the words 'In case such person as aforesaid is refused' be inserted; and that in the 3rd and 4th lines the words 'without such permission as aforesaid' be deleted.

This was agreed.

Mr. Pollock proposed an addition to that sub-section making it compulsory on the P.C.M.O. or the Medical Officer of the Port to give a certificate to the master of a vessel to the effect that he had refused to land such a person in the Colony.

The Attorney General had no objection to the amendment.

It was agreed that this amendment should take the form of a sub-section, No. 3, as follows:—'In every case in which permission to land from any vessel is refused under the authority of this Ordinance the officer refusing such permission shall give a certificate to the master of said vessel if so required by him.'

The Attorney General moved that the short title of the Bill be altered to 'The Imbecile Persons Introduction Ordinance, 1903.'

This was agreed to.

The Bill then passed through Committee. His Excellency said it would be printed and be ready for next meeting.

Rheumatism Relieved.

TO all those afflicted with rheumatism we have a remedy of a trial of Chamberlain's Pain Balm. One application will relieve the pain, and its continued use for a short time will result in a cure.

Promptly applied to a sprain before inflammation sets in, insures a cure in about one-third of the time otherwise required. One application gives relief. For sale by all chemists and medicine vendors; Watsons Ltd., General Agents.

MORE REMARKABLE TESTIMONY.

ABOUT THE NEW REMEDY.

There can no longer be the slightest doubt that in Stearns' Wine of Cod Liver Oil medical science is endowed with a remedy of which is of the greatest value in every kind of wasting disease—in fact, in every ailment for which cod liver oil has hitherto been the recognized medicine. The reason of this success is not far to seek. Cod liver oil itself, even in its most refined condition, is not acceptable to delicate stomachs, being very greasy, emulsifying, and difficult of assimilation. The following letter will be read with interest:—

7 Oakden Street, Kennington Road, Lambeth, S. E., September 18th, 1900.

I have great pleasure in

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named—	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE, COLOMBO & BOMBAY	W. H. S. HALL	About 24th January	Freight only.
YAMA, via SHAL, MOJI & KOBÉ (passing through the INLAND SEA)	Socotra C. J. BENTON, R.N.R.	About 25th January	Freight only.
SHANGHAI	Chusan W. B. FARMER, R.N.R.	About 30th January	Freight and Passage.
LONDON, &c.	Beng G. PHILLIPS	Noon, 30th January	See Special Advertisement

* Calling at PENANG if sufficient inducement offers.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, January 20, 1904.

HAMBURG-AMERIKA LINIE.

OCEAN-STEAMER SERVICE.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENSHEIM, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

Calling at SINGAPORE AND PENANG.

29th January, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE AND COLOMBO.

6th February, 1904. Freight.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE AND PENANG.

27th February, 1904. Freight.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE AND COLOMBO.

6th March, 1904. Freight.

FOR HAVRE AND HAMBURG.

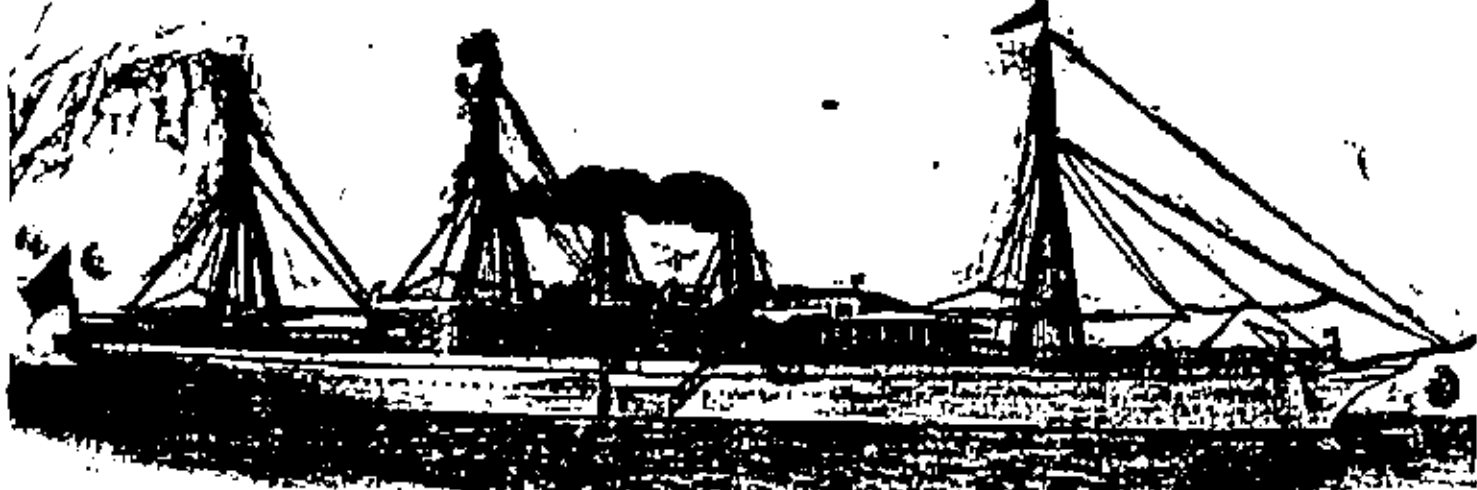
Calling at SINGAPORE AND PENANG.

9th March, 1904. Freight.

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 Days across the Pacific.

Proposed Sailing from Hongkong. (Subject to Alteration.)

R.M.S. ATHENIAN 3882 Tons, WEDNESDAY, Jan. 27, 1904.

R.M.S. EMPRESS OF INDIA 6000 Tons, WEDNESDAY, Feb. 10.

R.M.S. TARTAR 4425 Tons, WEDNESDAY, Feb. 24.

R.M.S. EMPRESS OF JAPAN 6000 Tons, WEDNESDAY, Mar. 3.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £62.

Intermediate on Steamers, "and 1st Class Rail" £40, " " £42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 11, 1904.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Destinations, Sailing Dates.

IYO MARU, M. J. CURNOW, VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA, TUESDAY, 28th Jan., at 4 p.m.

KUMANO MARU, C. H. BUTLER, NAGASAKI, KOBÉ and YOKOHAMA, WEDNESDAY, Jan. 27, at Noon.

HITACHI MARU, J. CAMPBELL, KOBÉ and YOKOHAMA, FRIDAY, 29th Jan., at Daylight.

AKI MARU, J. W. FRISTRAND, VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA, TUESDAY, Feb. 2, at 4 p.m.

KAGOSHIMA MARU, K. KORI, BOMBAY, via SINGAPORE and COLOMBO, TUESDAY, 18th Feb., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamship. Round-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, January 10, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PINGUEY	26th January
GLASGOW AND LIVERPOOL	MOTONE	30th January
GLASGOW AND LIVERPOOL	GLACIUS	3rd February
GLASGOW AND LIVERPOOL	PAR LING	8th February
GLASGOW AND LIVERPOOL	AGAMEMNON	13th February
GLASGOW AND LIVERPOOL	MENELAUS	18th February
GLASGOW AND LIVERPOOL	RHODEUS	23rd February

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	YANGTZE	21st January
LIVERPOOL, with TRANSHIPMENT	YANGTZE	21st January
LONDON & ANTWERP	KINTICK	22nd February
LONDON & ANTWERP	KINTICK	18th February
GENOA, MARSEILLES & LIVERPOOL	KEAMUN	22nd February
LONDON AND ANTWERP	MOYDSE	1st March

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via AGAMEMNON		28th January
N'KI, KOBÉ & YOKOHAMA		20th February

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 20, 1904.

CHINA NAVIGATION CO., LD.

FOR MANILA, SHANGHAI, HONGKONG, YOKOHAMA, KOBÉ, and other ports.

THURSDAY ISLAND, COOK TOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

KOBÉ, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untravelling Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 20, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Sailing Dates, 1904.

BAYERN WEDNESDAY, 2nd Feb.

GERA WEDNESDAY, 17th Feb.

SEYDLITZ WEDNESDAY, 2nd Mar.

ROON WEDNESDAY, 16th Mar.

PREUSSEN WEDNESDAY, 30th Mar.

HAMBURG WEDNESDAY, 13th April.

PRINZ HEINRICH WEDNESDAY, 27th April.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 20th day of January, 1904, at Noon, the Steamship BAYERN, of the Norddeutscher Lloyd, Captain FORMES, with MAILS, PASSENGERS, SPECIE, AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th January, Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 19th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1904

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
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OLYMPIA 2837 A. Dixon February 11.

SHAWMUT 2837 W. M. Smith February 18.

TACOMA 2812 W. Ridley February 26.

VICTORIA 3502 J. Truebridge March 16.

TREMONT 2837 T. W. Gatliff March 26.

OLYMPIA 2837 A. Dixon April 27.

* Have no second class accommodation. + Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 2837 tons Capt. W. M. Smith About 26th January.

S.S. TREMONT 2837 tons Capt. T. W. Gatliff About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The three screw s.s. Shawmut and Tremont have just been fitted with superior accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to Dodwell & Co., Limited.

QUEEN'S BUILDINGS, HONGKONG, January 16, 1904.

Shipping.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and ships—Electric Light—Perfect Cuisine—Surgeons, and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
HUBI	2540	R. W. Atwood	Manila Direct	Jan. 23, at 10 a.m.
PERLA	1980	R. Rodger	Manila Direct	Jan. 30, at 10 a.m.
		A. H. Motley		

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, January 16, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
FOOCHOW, via SWATOW AND AMOY	ANPING MARU	SATURDAY, 23rd January, at 10 a.m.
TAMSUI, via SWATOW, AND AMOY	DAIJIN MARU	SUNDAY, 24th January, at 10 a.m.
ANPING, via SWATOW AND AMOY	MAIZURU MARU	WEDNESDAY, Jan. 27, at 8 a.m.
TAMSUI, via SWATOW AND AMOY	DAIJI MARU	FRIDAY, 29th January, at 11 a.m.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, January 19, 1904.



TOYO KISEN KAISHA

(ORIENTAL S. S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSETTA MARU, 3880 Tons, Captain H. S. SMITH, will be despatched for MANILA on THURSDAY, the 21st January, at 11 a.m.

To be followed by the ROHILLA MARU on the 27th January.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Untravelling Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, 100 House Street.

K. MATSUDA, Actg. Manager.

Hongkong, January 14, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship GERA.

OF THE NORDDEUTSCHER LLOYD.

Captain R. DAHL, due here with the outward German Mail about FRIDAY, at 4 p.m., will leave for the above places about 12 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, January 18, 1904.

FOR YOKOHAMA AND KOBÉ.

THE Steamship C. FERD LAEISZ, Captain SAIGU, will be despatched for the above Ports on TUESDAY, the 26th inst., at 5 p.m.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, January 18, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG, TO SAIL 1904.

SIKH About Feb. 2.

SAGAMI To follow.

AFRIDI To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, January 20, 1904.

THE 'SHIRE' LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship RADNORSHIRE.

Captain C. B. BURNER, on or about SATURDAY, the 30th January, 1904.

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, January 6, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAILONG.

Captain GRISON, will be despatched for the above Port on THURSDAY, the 21st inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, January 18, 1904.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin, Taku, CHINKIANG AND HANKOW.)

THE Steamship LOONGMOON.

Captain E. SCHULZ, will be despatched for the above Port on THURSDAY, the 21st inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second-class Passengers.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, January 19, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SWATOW, STRAITS AND RANGOON.

THE Company's Steamship JELONGA.

Captain WINDHAM, will be despatched as above on FRIDAY, the 22nd inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, January 19, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG.

Captain WHITALL, will be despatched as above on FRIDAY, the 22nd January, at 4 p.m.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 18, 1904.

COMPAGNIE DES MESSAGERIES MARIT

